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**IN THE SPECIFICATION:**

On page 1 of the English language translation of the specification, please amend the first heading of the specification to appear as follows:

Description Background

On page 1 and continuing on page 2 of the English Language translation of the specification, please amend the third full paragraph of the specification to appear as follows:

Assemblies of this type are used in the region of wheel bearings of driven motor vehicle wheels. The constant velocity universal joint forms the joint at the wheel end of driveshafts or sideshafts of motor vehicles. When mounting the shafts to the hub assembly, there takes place an axial clamping operation between the wheel hub and the outer joint part via threading means, wherein mutual support is effected either via the inner bearing races of a wheel bearing attached to the wheel hub or via the wheel hub itself, in each case relative to a supporting face at the outer joint part. When the vehicle is in use, in spite of high clamping forces, the ~~assurance~~ occurrence of micro movements at the supporting face of the outer joint part is possible which generate a great deal of noise. Said micro movements are the result of a non-uniform introduction of force and possibly also of rotating bending moments. Even if the surfaces contacting one another are very carefully machined, it has so far not been possible to avoid said noise development.

On page 2 of the English language translation of the specification, please add a heading before the first full paragraph to appear as follows:

Summary Of The Invention

On page 2 of the English Language translation of the specification, please amend the first full paragraph of the specification to appear as follows:

It is therefore the an object of the present invention to solve said problem by suppressing the development of noise. Said The solution consists in providing provides an outer joint part of said type which is characterised characterized by an annular disc which is made of a low-friction material and which is positioned on the supporting face so as to be concentric relative to the connecting journal. More particularly, the annular disc can comprise a cylindrical portion which starts from the outer edge of same and is

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positioned on a suitable cylindrical portion at the joint bell in a force-locking way, i.e. under a radial pretension.

On page 2 and continuing on page 3 of the English Language translation of the specification, please amend the second full paragraph of the specification to appear as follows:

Accordingly an assembly ~~consisting of a constant velocity universal joint and a wheel hub of said type is thus characterised~~ characterized in that there is provided an annular disc which is made of a low-friction material, which is positioned directly on the supporting face so as to be concentric relative to the connecting journal and which accommodates the clamping forces of the ~~threading means~~ threads. According to a first embodiment, ~~it is proposed that~~ on to the wheel hub there are slipped ~~bearing means~~ bearings which are axially pretensioned by ~~threading means~~ threads and whose inner bearing races are axially supported on the wheel hub on the one hand and on the annular disc on the other hand under the load of the ~~threading means~~ threads. Alternatively, ~~bearing means~~ bearings are slipped on to the wheel hub, with the inner bearing races of said ~~bearing means~~ bearings being clamped to the wheel hub by an annular bead at the wheel hub, with the annular bead being directly supported on the annular disc under the load of the ~~threading means~~ mechanism. The annular bead is produced by plastically deforming the wheel hub after the ~~bearing means~~ bearings have been slipped on. The low-friction annular disc is selected in such a way that the micro movements which are now divided up between the annular disc and the outer joint part on the one hand and the annular disc and the inner bearing race or beading on the other hand can no longer lead to any noise.

On page 3 of the English Language translation of the specification, please delete the first full paragraph of the specification to appear as follows:

~~According to a first proposal, the annular disc consists of an iron material and comprises a coating of Molykote D321R. Before the coating is applied, the annular disc can be phosphated or sandblasted. A further possibility consists in the annular disc consisting of bronze or non-ferrous metal. Finally, according to a further embodiment it is possible for the annular disc to consist of suitable, high-resistance, optionally fibre reinforced plastics.~~

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On page 3 of the English language translation of the specification, please add a heading between the first and second full paragraphs to appear as follows:

Brief Description Of The Drawings

On page 3 of the English Language translation of the specification, please amend the fourth full paragraph of the specification to appear as follows:

*Figure 2 is a longitudinal section through a first embodiment of an inventive assembly consisting of a constant velocity universal joint and a wheel hub.*

On page 3 of the English Language translation of the specification, please amend the fifth full paragraph of the specification to appear as follows:

*Figure 3 is a longitudinal section through a second embodiment of an inventive assembly consisting of a constant velocity universal joint and a wheel hub.*

On page 4 of the English language translation of the specification, please add a heading between the second and third full paragraphs to appear as follows:

Detailed Description

On page 4 of the English Language translation of the specification, please amend the third full paragraph of the specification to appear as follows:

Figure 1 shows a constant velocity universal joint 11 which comprises an inventive outer joint part 12, an inner joint part 13, a cage 14 as well as one of a plurality of torque transmitting balls 15. The inventive outer joint part 12 comprises a joint bell 16, a connecting journal 17 attached thereto as well as a radial supporting face 18 arranged concentrically relative to said connecting journal 17. On the outside of the connecting journal 17 there is provided shaft teeth 19 (splines) to provide a torque transmitting engagement with a wheel hub 25 (Figure 2) as well as an inner bore 20 with an inner thread 21 for threading in a tensioning screw. On to the radial supporting face 18, there is placed a supporting disc 22 which, at its outer circumference, changes into a cylindrical portion 23 which is held in a form-fitting and positive way on a cylindrical step 24 of the outer joint part 12.

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On page 4 and continuing on page 5 of the English Language translation of the specification, please amend the third full paragraph of the specification to appear as follows:

In Figure 2, any details identical to those shown in Figure 1 have been given the same reference numbers. A wheel hub 25 which, by means of counter teeth 26 (splines), form-fittingly and positively engages the shaft teeth 19 has been slipped on to the connecting journal 17. The wheel hub 25 is followed by a wheel flange 27 which is connected to a brake disc 28 in a way not shown in greater detail. Via a tensioning bolt 29 whose bolt head 30 is supported on the wheel flange 27 and which is threaded into the inner thread 21 of the through-aperture 20, the wheel hub 25 is clamped to the outer joint part 12. On to the wheel hub 25, there is slipped a double-row wheel bearing 34 whose inner bearing races 32, 33 are axially supported on the one hand on a supporting face or step 35 of the wheel flange 27 and, on the other hand, on the supporting disc 22 under the pretensioning force of the bolt 29. The outer bearing race 31 of the wheel bearing 34 has been inserted into a wheel carrier 36. In the type of wheel bearing selected, the pretension of the bearing is set by the tensioning bolt 29.

On page 5 of the English Language translation of the specification, please amend the first full paragraph of the specification to appear as follows:

In Figure 3, any details identical to those shown in Figure 1 have been given the same reference numbers. A wheel hub 25 125 which, by means of counter teeth inner splines 26, form-fittingly and positively engages the shaft teeth splines 19 has been slipped on to the connecting journal 17. The wheel hub 25 125 is followed by a wheel flange 27 which is connected to a brake disc 28 in a way not shown in greater detail. Via a tensioning bolt 29 whose bolt head 30 is supported on the wheel flange 27 and which is threaded into the inner thread 21 of the through-aperture 20, the wheel hub is clamped to the outer joint part 12. On to the wheel hub 17 there is slipped a wheel bearing 34 whose inner bearing races 32, 33 are supported on a supporting face or step 35 of the wheel flange 27 and axially tensioned and fixed by a beading 39 of the wheel hub 25 125. By means of an annular face, said beading 39 rests against the abutment annular disc 22 under the pretensioning force of the bolt 29. In this case, too, the outer bearing race 31 of the wheel bearing 34 is inserted into a wheel carrier 36. The pretension of the bearing is determined by the production proceedings steps and the shape of the beading 39.

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On page 5 and continuing on page 6 of the English Language translation of the specification, please amend the second full paragraph of the specification to appear as follows:

In Figure 4, any details which are identical to those shown in Figure 2 have been given the same reference numbers. To that extent, reference is made to the description of Figure 2. The parts illustrated which have slightly different geometries are indexed by multiples of 100 [,] with the The the bolt head 30 130 of the bolt 29 129, more particularly for example, clearly deviating deviates from that of the previous figures. The brake disc is not shown. The wheel bearing 134 is shown in its entirety, including seals and bearing cages. The outer bearing race 131 is integral with the wheel carrier 36 136. The wheel flange 27 127 and the wheel carrier 36 136 are shown to have flange holes 37, 38. The supporting disc 22 prevents direct contact between the inner bearing race 33 133 and the supporting face 18 118 of the outer joint part 16 112, so that, under load, relative micro movements are accommodated by the supporting disc in a noise-free way.

On page 6 of the English Language translation of the specification, please amend the first full paragraph of the specification to appear as follows:

In Figure 5, any details which are identical to those shown in Figure 2 4 have been given the same reference numbers. To that extent, reference is made to the description of Figure Figures 2 and 4. Again, the parts illustrated which have slightly different geometries, with such as the bolt head 30 130 of the bolt 29 129, more particularly, clearly deviating are indexed by multiples of 100. The brake disc is not shown. The wheel bearing 134 is shown in its entirety, including seals and bearing cages. The outer bearing race is integral with the wheel carrier 36 136. The wheel flange 27 227 and the wheel carrier 36 136 are shown to have flange holes 37, 38. The supporting disc 22 prevents direct contact between the beading 39 139 and the supporting face 18 118 of the outer joint part 16 112, so that, under load, relative micro movements are accommodated by the supporting disc in a noise-free way.

On page 6 of the English Language translation of the specification, please add a new paragraph after the first full paragraph of the specification to appear as follows:

According to one embodiment, the annular disc 22 is an iron material and comprises a coating of Molykote D321R or equivalent anti-friction lubricant coating. Before the coating is applied, the annular disc can be phosphated or sandblasted. In a further aspect, the annular disc is bronze or non-ferrous metal. Finally, according to a further embodiment it is possible for the annular disc to be any suitable, high-resistance, optionally fiber-reinforced plastic.